

In the Specification:

Please replace the two paragraphs beginning with the first full paragraph on page 10 and ending with the paragraph which begins on page 10 continues on to the top of page 11 as follows:

Another advantage of the inventive fuel tank disclosed herein is that tanks with components mechanically fastened directly to their shells are less costly to produce than are the prior art fuel tanks. The mechanical fastening removes the need to chemically bond or weld the component to the tank shell. Therefore, the cost of the materials, labor and operation associated with bonding or adhering the component is eliminated. Moreover, the common practice in prior art tank manufacture is to bond an intermediary component between the tank shell and the functional tank component (such as the fuel withdrawal or direct-sight fuel gauge), meaning additional material, assembly and machining costs. In other words, the tank would be comprised of the tank shell, a part designed solely for the purpose of connecting the functional components to the tank shell, and the functional components themselves. Therefore, threading the tank shell so that the tank's functional components could be mechanically fastened directly to the shell not only saves the costs associated with bonding the component to the shell, but it also saves the costs associated with having to manufacture and bond additional and non-essential parts to the tank shell.

The present invention may further comprise a marine fuel tank with a fuel withdrawal assembly or system that is capable of 360 degree rotation, allowing for the withdrawal outlet to be oriented linearly with the engine. Figures 1 and 3 illustrate a fuel withdrawal assembly 6 mechanically fastened to a tank shell 4. The rotation of a fuel withdrawal assembly located within a sealed system that is mechanically locked to the tank shell is made possible by the split-nut design of the fuel withdrawal system. Figure 12 shows the combination withdrawal